



## National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PHILADELPHIA, PA	<b>Accident Number:</b>	NYC88LA085
<b>Date &amp; Time:</b>	02/12/1988, 1445 EST	<b>Registration:</b>	N339MA
<b>Aircraft:</b>	MITSUBISHI MU-2B-35	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

### Analysis

THE MITSUBISHI MU-2B-35 LANDED AND DAMAGE WAS OBSERVED ON THE UNDERSIDE OF THE LEFT WING MIDWAY BETWEEN THE ENGINE AND TIP TANK AND OUTBOARD TO THE TIP TANK. FURTHER EXAMINATION OF THE WING SHOWED A BROKEN LOWER FRONT WING SPAR AND A BENT REAR LOWER WING SPAR. THE PILOT SAID HE ENCOUNTERED TURBULENCE WHILE CRUISING AT 250 KTS. HE SAID HE SLOWED TO 170 KTS AND THEN RESUMED SPEED TO 250 KTS. AFTER MITSUBISHI EXAMINED THE WING, THEY SAID THE DAMAGE WAS CAUSED BY EITHER A HARD LANDING OR LANDING WITH EXCESS FUEL IN THE TIP TANK. THEY ALSO SAID IT WAS LIKELY THAT THE AIRCRAFT HAD BEEN FLOWN SEVERAL TIMES WITH THE WING DAMAGE PRESENT.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

### Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

#### Findings

1. WING,SKIN - BENT
2. WING,SPAR - BENT
3. WING,SPAR - CRACKED
4. (C) DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - UNKNOWN

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	28
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1862 hours (Total, all aircraft), 113 hours (Total, this make and model), 1146 hours (Pilot In Command, all aircraft), 114 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	mitsubishi	Registration:	N339MA
Model/Series:	MU-2B-35 MU-2B-35	Engines:	2 Turbo Prop
Operator:	EPPS AIR	Engine Manufacturer:	GARRETT
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	TPE-331-6-251
Flight Conducted Under:	Part 91: General Aviation - Positioning		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Overcast / 400 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:	-18° C	Visibility	2 Miles
Precipitation and Obscuration:			
Departure Point:	UTICA, NY (UCA)	Destination:	

## Airport Information

Airport:	PHILADELPHIA (PHL)	Runway Surface Type:	Asphalt
Runway Used:	27R	Runway Surface Condition:	
Runway Length/Width:	9500 ft / 150 ft		

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	ROBERT L HANCOCK	Adopted Date:	09/25/1989
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.